

Bloomingdale Lot Sale Saturday, August 3d

WILL BE CONTINUED

Special Cars (Free) Will Leave First and Broad Streets at 1:30 and Run During the Entire Afternoon.

Bloomingdale Lots Are Money Makers.

Many who bought lots last Saturday have reported that they have been offered handsome profits on their purchases already. Some almost doubled what they paid.

Greatest Opportunity Ever Presented.

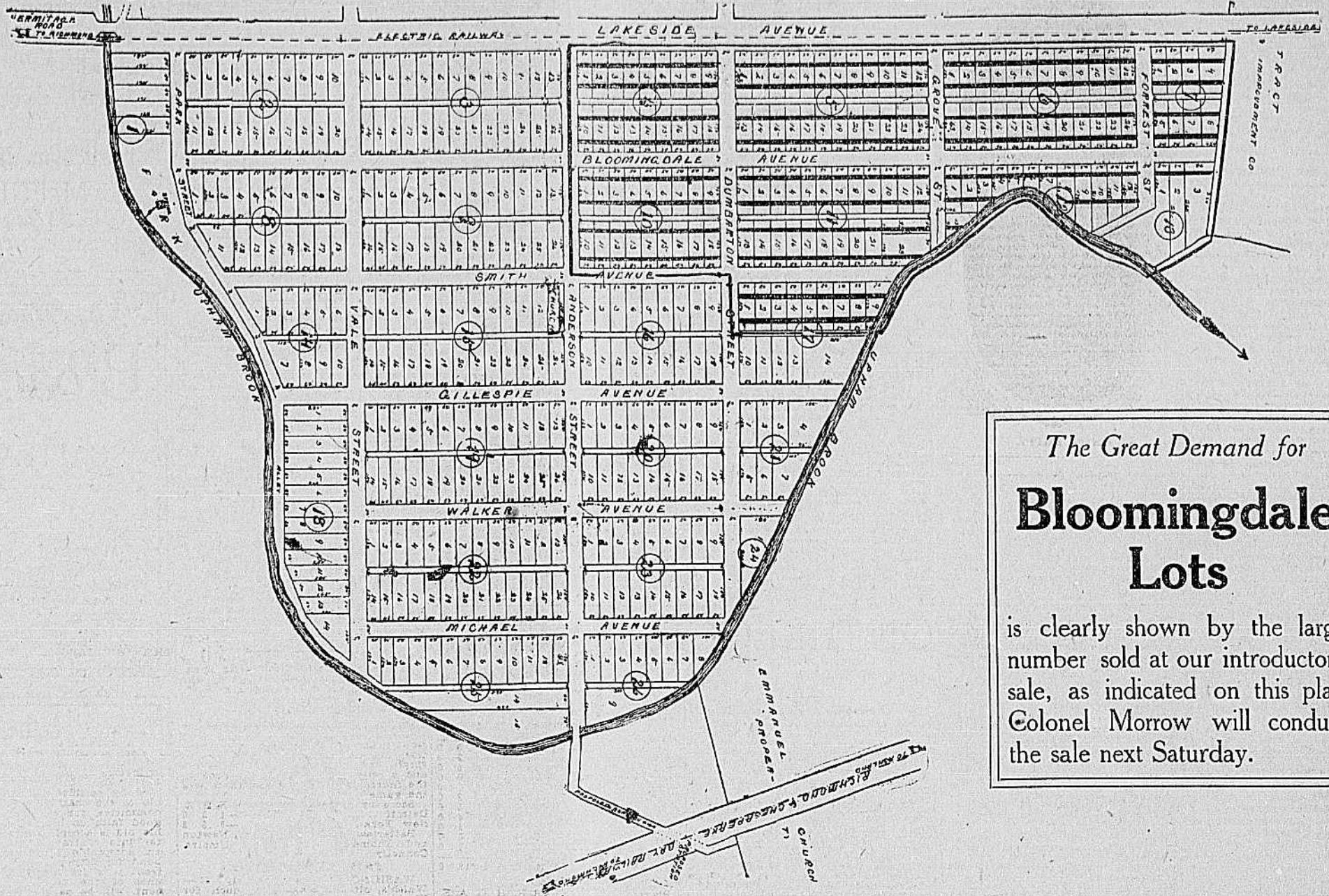
You will never have such an opportunity offered you again to get a home site cheap, or buy lots on which you can make big money in a little time.

Bloomingdale Lots As Home Sites.

A great many purchasers will begin the erection of homes at once on lots purchased last Saturday. That will further enhance the value of every lot sold.

An Elegant Lot to be Given for Church.

Those present at the sale next Saturday will decide what church. Every one present will be given one vote, and for each lot sold ten votes will be given.



The Great Demand for Bloomingdale Lots

is clearly shown by the large number sold at our introductory sale, as indicated on this plat. Colonel Morrow will conduct the sale next Saturday.

Bloomingdale Land Company, No. 819 East Main Street, Richmond, Va.

RAILROAD NEWS FROM ALL POINTS

Travel from Richmond to Sea Shore on Sundays is Steadily Increasing.

Local travel to the seashore on Sundays is increasing, according to passenger figures submitted by the Norfolk and Western and the Chesapeake and Ohio, and railroad men believe August will be the banner month. The cheap trips on Sundays are put into effect also on Thursday, so that the crowds may see the exposition or view the ocean, as best suits their fancy. The new exposition trains operated to and from the West by the Chesapeake and Ohio, and known as Nos. 5 and 8, are more than paying expenses, which means that they will be continued. All other trains are having big travel.

Seaboard Cuts Off Parlor Cars.
Announcement is made by the Seaboard Air Line that, beginning to-day, the parlor car service between Charlotte and Wilmington will be discontinued. Two reasons are assigned: poor patronage and the State law whereby the lower passenger rate has made it necessary to curtail expenses in every branch of the service.

Fighting for Lower Freight.
During discussion of bills by the North Carolina Legislature to reduce freight rates, the shippers generally charged that there was discrimination in favor of Virginia, and the reduced rate law was quickly passed. Money has been appropriated for the employment of counsel, and Governor Glenn, having forced the railroads to put the two and one-quarter cent passenger rate into effect, is now after the freight traffic managers. He has been advised

C&O

Every Sunday Seaside Outings.

ROUND...\$1.50...TRIP.

TO
Newport News, Old Point,
Buckroe, Pine Beach,
Ocean View, Norfolk.

TRAINS...3--TRAINS.

TICKETS GOOD ON TRAINS LEAVING RICHMOND EVERY SUNDAY.

6 A. M. 8:15 A. M., and 9 A. M.

Returning, leave Ocean View 7:15 P. M., leave Norfolk (via C. and O. steamer) 7:15 P. M., leave Pine Beach 7:45 P. M., leave Old Point 8 P. M., leave Newport News 8:30 P. M., arrive Richmond 10:30 P. M. Ten hours at the seaside. Tickets also good returning (via C. and O. steamer) leaving Norfolk 4:30 P. M., Pine Beach 4:45 P. M., Old Point 5 P. M., Newport News 5:30 P. M., arriving Richmond 7 P. M.

RAILROAD NEWS FROM ALL POINTS

Development of the C. & O. System.
When the last annual report of the Chesapeake and Ohio Railroad was published, June 30, 1906, the mileage of the system had grown from 1,254 to 1,602 miles, an increase of 27.7 per cent; passengers moved one mile had increased from 29,864,000 to 138,469,000, or 98.7 per cent; tons of freight moved one mile increased from 1,836,000,000 to 4,619,450,000, or 151.6 per cent; while gross earnings had increased in the ten years from \$10,221,000 to \$24,603,000, or 140.7 per cent. During this period the growing business pressed constantly upon the carrying capacity of the road, and heavy expenditures for additions to and betterments of the property were indispensable.

Williams System Complete.
The Georgia and Florida system, which John Skilton Williams had been slowly placing together out of a number of small roads in South Georgia, is now practically complete, according to an Atlanta dispatch. Mr. Williams is authority for the statement that the funds required to complete the necessary connecting links between the various roads and to carry out the plans in relation thereto, involving the expenditure of more than \$5,000,000 cash, have been definitely secured. Mr. Williams has intimated that if not prevented by unlooked-for hostile legislation, the entire road will be completed and in operation within twelve months.

The railroads acquired by the Williams interests are the Augusta & Florida, 53 miles; the Millen & Southwestern, 53 miles; the Atlantic & Gulf, Short Line, 20 miles; the Douglas & Valdosta, 30 miles; the Douglas, Augusta & Gulf, 20 miles; the Nashville & Sparks, 12 miles; the Valdosta & Savannah, 25 miles; a total of 230 miles. About 100 miles of additional line will have to be built in order to connect the various roads, making about 330 miles of railroad between Augusta, Ga., and Madison, Fla.

The Williams people have an option upon 45 per cent. of the stock of the Savannah & Statesboro, 30 miles long, connecting Statesboro with Cuyler, Ga. An extension of 40 miles will probably be built at an early date, from the Madison terminus of the system, giving an outlet in the Gulf of Mexico. Connection with the Seaboard Air Line is also contemplated at Columbia, S. C., about 70 miles from Augusta.

NEW VIRGINIA CONCERNS.

Charters Granted Yesterday by State Corporation Commission.
The following charters were issued by the Corporation Commission yesterday:
American Glass Works (Inc.), Richmond, Va. C. F. Sauer, president; P. Sittlerding, vice-president; S. B. Dunstan, secretary and treasurer—all of Richmond, Va. Capital stock: Maximum, \$80,000; minimum, \$25,000. Object: Glass works.

William A. Burekard Company (Inc.), Norfolk, Va. William A. Burekard, president; Charles Sorrell, vice-president; E. T. Henderson, secretary and treasurer—all of Norfolk, Va. Capital stock: Maximum, \$20,000; minimum, \$5,000. Object: Electrical construction and repair business.
Columbia Granite and Dredging Corporation, Alexandria, Va. George W. Ditzell, president; C. E. Hagner, Jr., vice-president; F. A. Colford, secretary and treasurer—all of Washington, D. C. Capital stock: Maximum, \$300,000; minimum, \$25,000. Object: Granite and dredging business.

LAW HELD UNCONSTITUTIONAL AFFECTS FORTY-FOUR WILLS

List of Those That Have Been Probated by Clerk of Chancery Court Since the Passage of Act.

Since the passage of a law by the General Assembly of Virginia vesting in the clerk of the Chancery Court power of probating wills, forty-four have been probated, including that of Mrs. Sarah C. Boswell, upon which suit was filed, alleging that the act is unconstitutional. Judge Grinnan has decided that the law is not constitutional, and the case has been sent to the Supreme Court on appeal.

What effect the ruling of Judge Grinnan, if sustained by the higher court, will have upon the forty-four wills is a matter upon which lawyers are seemingly divided. One of the ablest lawyers in Richmond has expressed the opinion, on behalf of the act, that if the act itself is null and void, the wills were not legally proven. Nearly all the estates affected have been wound up, the property has been sold, and titles have been given.

In a ledger in Clerk Saville's office appears the full text of the act, along with a record of every will admitted by him as clerk. This is kept separate from the wills proved in open court. The list of the forty-four is as follows:
Christine Frick, Laura Miner, Betty C. Gay, Benjamin Harris, Adrian Riddick, John B. Thompson, George M. Crane, Elora Frye, Philip Shea, Harriet C. Robertson, Caleb Jacobs, C. Wendlinger, B. B. Minor, Jane Kirby, Frank L. Montague, George M. Kitchen, Albert H. Cauthorn, William Tennant, George H. Duke, Richard Frye, Joseph William Meoni, Allen S. Owen, A. Cohen, Daniel Clarke, Martha Elizabeth Robert, John H. Rose, Betty J. Timmerman, Henry Block, Sarah C. Boswell, Zellen V. Walters, John W. Higgins, Agnes M. Jones, Adaline Harris, W. H. Parker, Junitta A. Higgins, Mary Louise Langhorne, Robert T. Brookes, Fannie Bowman, Julia A. Johnston, Olive H. Smith, Charles W. Clemmitt, W. B. Robins, John R. Bennett, Joseph Stephen Montgomery.

THE PLICHO SEASON.

Now is the sportive season when people fight mosquitoes, chase ants from the lunch pail, get so tired that they can only groan and brag for the rest of the year about the grand picnic they had—Detroit Free Press.

Before Buying AUTO TOPS AUTO OWNERS AUTO CONSULT US.
Richmond Carriage Trimming Co., 1544 E. Cary Street.

SHOLTO DOUGLAS NOW A DRUMMER

Has Dropped Title of Lord and Works in West for Detroit Jewelry Firm.

DETROIT, MICH., July 31.—Lord Sholto Douglas, son of a noble English house, youngest son of the late Marquis of Queensberry, who framed the present prize-ring rules, and husband of Loretta Addis, an American stage beauty, is now a traveling salesman for a Detroit jewelry firm. He has dropped his title, as well as his money, and is known now as Just Sholto Douglas, drummer.

Sholto Douglas, of Boise Idaho, signed a contract on June 14th with the American Standard Jewelry Company, of Detroit, by which he agreed to "cover" Idaho and probably Oregon.

He presented letters of reference from Olive Bagley, England's crown in New York City, and from Dr. Nelson, of New York, put up a bond for his sample case of jewelry and set out Idaho, with other Western States, is regarded as a hard territory by the jewelry firms, but Lord Sholto is turning in big orders from the retail houses in

Lord Sholto was engaged through an advertisement placed in one of the Boise papers. According to his statement he had been acting as an agent.

Lord Sholto Douglas married in 1895 Margaret Mooney, better known by her stage name as Loretta Addis, after a brief courtship, and in defiance of strong parental objection. The marriage took place in San Jose, Cal., and for some time after Loretta supported herself by singing. Her husband's relatives finally induced her to leave the stage name as Loretta Addis, and to become Mrs. Sholto Douglas.

Lord Sholto has lost heavily in South American and American railway securities, but is bearing the losses in a philosophical way.

"I never knew the value of a dollar until I was forced to earn it through my own endeavors," he recently said.

REACH AGREEMENT ON CLOSING HOUR

Representatives of Firms Hold Meeting, Discuss Matter and Adopt Resolutions.

At a joint meeting held at the Retail Merchants Association's office, on Monday night by the clothing and furnishing dealers, members of the association, and the board of directors of the association, the following resolution was adopted:

"It is hereby agreed that we will close our respective places of business on Saturday evenings at 10 o'clock for a period of one year, beginning Saturday, August 3d, with the exception of the month of December, and the Saturday before Christmas."

The best of good feeling prevailed during the meeting. The petition which was circulated among the clothing and furnishing trade for a 10 o'clock Saturday night closing, and which was published, was not signed by Messrs. J. T. Sheppard, Meyer Greentree, Simon Byrd, Samuel E. Duggins and L. Fellheimer, for the reason that being members of the Retail Merchants Association, they had, as such, agreed not to sign any paper being circulated for signatures affecting the retail trade, until the same had been submitted to and had received the approval of the board of directors of the association. In taking this stand, these firms were simply acting in accordance with the rules of the association.

Firms Sign Agreement.
The subject was thoroughly discussed and explained Monday night, to the satisfaction of all, and the resolution quoted was unanimously adopted with the approval of the board of directors.

Now that the entire trade has agreed upon an early closing hour, the association urgently requests the public to do their shopping during the day, and before the time for closing, so that there may be no loss of business to those who are endeavoring to better conditions by securing shorter hours.

The following members have signed the agreement:
The Globe Clothing Company, K. Fisher and Son, Jacobs and Levy, Samuel E. Duggins, Norman F. Short Company, Meyer Greentree, Wright and Woodall, Julian W. Tyler, Hub Clothing Company, Burk and Company, L. Fellheimer, W. S. Constable and Company.

C. Walter Smith, ARCHITECT.

Room No. 1, No. 2 Eleventh Street.

Stop paying rent. Own your home. Loan money at 5 per cent.

SAMUEL H. BOWMAN

General Ticket Agent, Main Street.

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All European Steamship Lines

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